APPENDIX I

(*See* section 11)

Rules relating to the inclusion of Railway Projects in Relief Programmes

(*These rules are applicable, so far as possible, to other works requiring the sanction of the Government of India.*)

1. A railway project should not, except for grave reasons, be included in a programme of relief works, because of—

(*a*) the small ratio which the expenditure on unskilled labour bears to the total cost of a railway—about one-third of the whole cost being incurred in England, and only a small percentage of the balance being spent on unskilled labour;

(*b*) the large financial liabilities which the commencement of railway work involves;

(*c*) the loss which may be incurred if after being commenced as a relief work the project or alignment is subsequently abandoned or condemned.

2. When, for reasons considered sufficient, it is desired to include a railway project in the programme of relief works, a report should be submitted to the Government of India in the Department of Education, Health and Lands, showing—

(*a*) the liability of the districts, through which the railway passes, to scarcity or famine;

(*b*) the advantages of the railway as a means of permanently protecting the affected districts against scarcity or famine;

(*c*) the number of persons for whom it is requisite that scarcity or famine relief works should be provided in the event of serious famine;

(*d*) the number that can be provided for by works other than the railway;

(*e*) the reasons why the railway is required as a scarcity or famine relief work in supplement of, or in preference to, other works;

(*f*) the number of persons for whom work of a suitable kind can be provided for by the railway;

(*g*) the proportion of the cost of such relief work to the whole cost of the line.

3. If the railway, or any part of it, is accepted by the Government of India as admissible on general grounds in the programme of scarcity or famine relief works, the necessary reconnaissances or surveys should be undertaken, and the alignment should be submitted to the Government of India in the Public Works Department and their approval must be obtained to the project before it is finally entered in the programme of scarcity or famine relief works.

4. If the alignment is approved, measures should be taken to secure the land required for the railway.

5. If, after the inclusion of the project in the programme, it should at any time be desirable, in the opinion of the Local Government, that the railway should be utilized as a scarcity or famine relief work, a report should be submitted to the Government of India in the Department of Education, Health and Lands, setting forth the reasons why the work should be commenced.

6. In the event of such sanction being accorded, the Local Government should transmit punctually and regularly to the Government of India in the Public Works Department the ordinary monthly and quarterly "Narrative Progress Reports" together with a memorandum showing the maximum, minimum and average number of relief workers employed and the total cash issues during the month; and the Local Government should also communicate with that Department upon all professional and engineering questions and submit all the usual estimates, accounts, &c., as in the case of a railway in progress under ordinary circumstances.